

AMENDMENT UNDER 37 C.F.R. § 1.111  
U.S. Appln. No.: 10/659,268  
Attorney Docket No.: Q77341

**REMARKS**

Claims 1-9 are all the claims pending in the application. Claims 1-6 have been examined on the merits. Claims 7-9 are newly added.

**Claim Rejections - 35 U.S.C. § 102**

Claims 1-6 stand rejected under 35 U.S.C. § 102(b) as being allegedly anticipated by U.S. Patent No. 6,249,740 (Ito et al.). Applicants respectfully traverse the rejection in view of the following arguments.

Ito fails to teach or suggest every element of the claimed invention. For example, claim 1 sets forth that, when an attempt is made to receive a total drive route but when the total drive route is not received, the guide unit starts guiding on the basis of the information of part of the drive route that is received. In this manner, when the communication unit cannot receive a total drive route, if the communication unit can receive part of the total drive route, the drive guide unit can start guiding.

The Examiner asserts that column 25 of Ito teaches using a partial drive route of a total drive route. Specifically, a third modification which teaches switching between a total route display and a partial display. Switching to a partial route display occurs in Ito when the vehicle is approaching a course-change point. Otherwise, Ito teaches using a total route display. (*See* Ito column 25, lines 10-31) Thus, Ito merely teaches switching between a partial and total route display. Although partial and total route displays are both used, the total route is known. As discussed in steps (i) through (iii), first the total route is displayed, then as the vehicle approaches a course-change only a partial route is displayed and after exiting the area around a course-

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change point the total route is once again displayed. (*See* Ito column 25, lines 10-31) In order to display the total route from the beginning, the total route information must be provided to Ito. Therefore, the third modification of Ito does not allow for a drive guide unit to guide based on partial route information when total route information has not been received.

Further, to the extent that Ito teaches using only partial routes rather than a total route, Ito does not teach that an attempt is made to receive the total route information and that a part of the total route is used when the total route information is not received. Therefore, Ito fails to teach or suggest the claimed invention.

Claim 2 depends from claim 1 and is allowable at least because of its dependency.

Claims 3-6 also set forth using a received part of the total drive route when information of the total drive route is not received and are therefore allowable at least for reasons similar to those given above with respect to claim 1.

### **New Claims**

New claims 7-9 have been added to define more fully the invention. Claims 7-9 depend from claim 1 and are allowable at least because of their dependency.

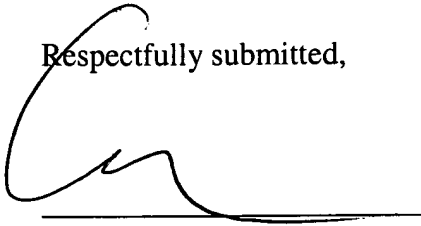
### **Conclusion**

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

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Respectfully submitted,



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